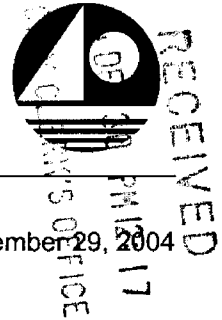


**CITY OF MIAMI BEACH**  
**Office of the City Manager**  
**Letter to Commission No. 320-2004**



**To:** Mayor David Dermer and  
Members of the City Commission

**Date:** December 29, 2004

**From:** Jorge M. Gonzalez  
City Manager

**Subject: EVALUATION AND APPRAISAL REPORT (EAR)**

As the Commission is aware, the EAR process is mandated by the state Department of Community Affairs in an effort to ensure that municipal and county comprehensive plans are kept up-to-date and relevant to the jurisdictions they represent. This process requires a review of the Goals, Objectives and Policies (GOPs) in the Comprehensive Plan, looking at whether or not they have been implemented or achieved, looking at how relevant they are to the changed circumstances of the jurisdiction, and looking at whether or not they need to be amended, deleted or new ones created to adequately address the current issues facing the jurisdiction. The EAR process is not designed to answer questions or solve problems, it is designed to find problems and force the asking of questions, which will then be analyzed and debated in the following year, followed by the creation of solutions and the amending of the Comprehensive Plan to address the questions and problems.

The results of the EAR being presented (a draft of which is attached for your information), are that the Miami Beach Comprehensive Plan needs to be amended in many areas, both to conform to changes in State statutes, and to more efficiently and adequately address the major issues facing Miami Beach today. Several of the Elements (chapters) of the Comprehensive Plan will be merged into a new Element; others may be split to form new ones. Within the EAR document there are recommendations to delete or amend certain Objectives and Policies.

After approval by the City Commission, the EAR document will be transmitted to the South Florida Regional Planning Council (SFRPC) for review and comment. After their review, the document will be returned in order to address the comments that may be raised by the SFRPC, and then brought back to the Planning Board and City Commission to be adopted and transmitted to DCA for approval. The EAR document must be approved and delivered to the Department of Community Affairs no later than April 1, 2005.

The Miami Beach Commission and Planning Board identified the five major issues facing the City during their meeting in May of this year. Those issues were Traffic Congestion, Housing, Pedestrian/Bicycle Amenities, Incompatible Uses and Over-Development. The Comp Plan was analyzed specifically as to how it relates to these major issues, and how it measures up in addressing those issues. Again, the results are too long to mention here, and are contained in the EAR document. Once the EAR is adopted and approved by DCA sometime in the late spring of 2005, the amendment process will begin. The Goals should be reviewed again through a public process, following which staff will propose amendments

to the Objectives and Policies to best address the recommendations of the public, the findings of the EAR, and the policy direction of the Commission. There is a period of 18 months after approval of the EAR where the Plan can be amended.

The EAR document was reviewed by the Planning Board at its December 21, 2004 meeting during a public hearing. In a motion approved unanimously by 7-0 vote, the Board recommended that the Commission approve the EAR and transmit the document to the South Florida Regional Planning Council. Because the transmission of the EAR to the SFRPC is time-sensitive, the Administration will be presenting this document at the Land Use and Development Committee meeting of January 10, 2005 for your review and discussion, and at the January 12, 2005 City Commission for review and approval. Jorge G. Gomez, Planning Director, will be available for individual briefings, if you so desire.

  
JMG\CMC\JGG\ML/SF

c: Jorge G. Gomez, AICP  
Planning Director

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***Evaluation and Appraisal Report***  
***2000 Comprehensive Plan***  
***of the City of Miami Beach***

DRAFT

**Prepared by:**  
Miami Beach Planning Department  
**December 2004**

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## Miami Beach Profile and Purpose of the Evaluation and Appraisal Report (EAR)

Miami Beach is a dense urban city located on a barrier island on the southeast coast of Florida. Incorporated in 1915, the City has grown from a resort island into a cosmopolitan city of 90,000, though tourism is still our largest industry. The southern portion of Miami Beach, commonly known as South Beach, is the primary dining and entertainment destination in Southeast Florida for tourists and residents of the greater metropolitan area.

The City comprises 7.1 square miles, with a 2004 permanent population of approximately 91,540 though this swells by tens of thousands during the winter, and with 18,000+ hotel rooms within the City, there are always thousands of tourists sharing our streets and shops. An internal analysis estimates that the average daily population in Miami Beach tops 175,000, including tourists, day visitors, and commuting workers.

The purpose of the 2005 EAR process is to evaluate the performance of the City's Comprehensive Plan over the past 10 years, and see what has been completed, what needs to be changed to reflect new data or circumstances, and what should be kept to further the goals of the City. Through a public participation process, 5 major issues were selected from the many issues raised by staff and residents. These 5 major issues were compared to pertinent areas of the Comprehensive Plan. As part of that comparison, the performance of the Comp Plan in addressing those issues was analyzed, as well as how well prepared the Plan is to address those major issues into the future.

Through the 2005-2006 EAR-based Amendment Round, staff expects to amend the Comprehensive Plan to incorporate new data, new circumstances and a new vision for how the City and its residents want to move forward into the remainder of the 21<sup>st</sup> Century. This vision may include a more active involvement in requiring housing for the City's work force residents, exploration of alternatives to ease traffic congestion, and the creation of a City wide network of bicycle and pedestrian paths to further empower the residents and visitors with increased mobility even during the most traffic-congested periods of the year.

Table 1: Population, Housing and Hotel Information, 1970-2004

	1970	1980	1990	2000	2004
<b>Population</b>	87,072	96,298	92,639	87,933	91,540
<b># Res. Units</b>	51,856	64,561	62,413	59,723	62,750

1970-2000 figures from US Census. 2004 figures from University of Florida, Bureau of Economic and Business Research (BEBR).

## Process to Create Miami Beach EAR

Miami Beach Planning Department staff worked on planning for the EAR process for several weeks prior to actually launching the project in February, 2004. Planning staff held several internal meetings to gather input on possible major issues, then approached various City Departments who have a stake in the Comprehensive Plan, and gathered more input on major issues. At this time, staff also asked for representatives from various City departments to work with the Planning Department on the EAR project through its initial phase of October 1, 2004.

Once the internal discussions had been held, three public hearings were advertised and held. These meetings were geographically dispersed within the City, one each in North, Mid and South Beach. The Mid and North Beach meetings had poor turnout, and so were re-advertised and held again at different locations in an attempt to garner more public input for the process.

At the conclusion of the public hearings, the Planning Board and City Commission held a joint meeting to hear a presentation and to discuss the input from all of the previous meetings. This was followed by the Scoping Meeting with State, Regional and local agencies and municipalities to discuss with them the major issues facing Miami Beach. On December 8<sup>th</sup>, at the request of the Planning Department, the City Commission adopted a resolution requesting that the South Florida Regional Planning Commission(SFRPC) review the Miami Beach EAR.

Planning staff, with the assistance of other Department representatives, spent the summer and early Fall preparing the Draft EAR for presentation to the Planning Board and City Commission in November and early December. Transmittal to the SFRPC for their review and comment will follow Commission approval.

Table 2: CMB EAR Public Meeting Schedule

Date	Location	Meeting Subject
March 26	Planning Dept.	Major issue input from Planning Staff
March 31	Planning Dept.	Major Issue input from City Dept. Representatives
April 15	Temple Menorah, North Beach	Major Issue input from residents
April 16	Nautilus Middle School, Mid Beach	Major Issue input from residents
April 19	Police Community Room, MBPD headquarters, South Beach	Major Issue input from residents
April 30	CMB City Hall	Scoping meeting, major issue input from agencies
May 4	Nautilus Middle School, Mid Beach	Major Issue input from residents
May 10	Normandy Shores, North Beach	Major Issue input from residents
May 12	CMB Commission Chambers	Joint City Commission/Planning Board Major Issues discussion

## **Local Jurisdiction Subject Matter**

This section will contain the majority of the evaluation and appraisal of the Miami Beach Comprehensive Plan.

**Changes in Population:** Miami Beach permanent population figures are showing a slow increase, after 20 years of modest decline. From 1980 to 2000 the permanent population dropped from 96,288 to 87,933, but the number has been increasing since then, to a total of 89,312 in 2003. The 1994 EAR data prediction for the 2002 permanent population was 98,965.

As stated in the 1994 EAR, Miami Beach has unique circumstances that set it apart from the rest of Miami-Dade County, including a higher residential vacancy rate due to the significant seasonal influx of temporary residents and a large year round tourist population in the more than 225 hotels and their 18,000+ hotel rooms. These circumstances make projecting population, and the required services, much more difficult in Miami Beach than in the rest of the County, as can be seen by the differences between the projected and actual population. In the 1994 EAR, it was identified that due to the large number of tourists and seasonal residents, the demand on City services measured by concurrency and impact fee programs is much higher than the impact of only the 91,540 residents. Therefore, the City's consultant devised a formula to more accurately portray the need for services within the city. The permanent population was multiplied by 1.2, which gives a 20% increase in population to estimate required services and facilities.

**Changes in Land Area:** None. The City remains 7.1 square miles in size, and is bounded by three other municipalities, Biscayne Bay and the Atlantic Ocean. There is no change in size expected in the foreseeable future.

**Vacant Land:** Miami Beach has a relatively small amount of vacant land, only 140 acres on 437 parcels scattered throughout the city. These are parcels with no uses on them at all, not even parking or accessory uses. Park and recreation lands, and the conservation lands along the Atlantic Ocean beach front, are not included in the vacant land numbers. Planning staff is continuing to check the computerized data through windshield surveys. This is expected to be completed prior to forwarding the finished report to DCA in March 2005. In addition, there are many surface parking lots (350) covering 116 acres. Of those, 100 lots with some 47 acres are City-owned, and are therefore less likely to be developed than the 250 lots in private ownership. The City-owned land is affected by a City Charter amendment that requires a City-wide referendum to change the use. All of the vacant land discussed in this paragraph is fully developable and zoned for development.

Given the limited amount of vacant land, and the small size of the individual parcels, Miami Beach is not creating plans for these parcels specifically. These parcels are scattered throughout the city, and will be addressed by staff on an individual basis when development proposals are submitted for them, and will be subject to the existing development regulations and policies at that time.

**Demands of Growth:** While there has been a small drop in the City's permanent population during the last 15 years, the pace of development throughout the City has continued unabated, with many new high rise buildings being constructed, especially in the South Pointe area. Demands on services throughout the City have continued to rise due to a large number of seasonal residents, an improved tourist economy, the popularity of the nightlife/entertainment district and the impacts of through traffic on the constrained roadways of the City. Due to these

impacts, it has proven difficult to maintain the traffic Level of Service within the City. The concurrency system has been utilized, and tweaked by the addition of Transportation Concurrency Management Areas (TCMA), but the current traffic concurrency system is not controlling congestion, and alternatives must be developed to address these traffic congestion problems.

There are ongoing programs to upgrade the service infrastructure within the City, and the expenditure of Redevelopment Area (RDA) funds handled several large projects of upgrading streetscapes and other infrastructure costs in the South Pointe and City Center areas, where most of the growth and development occurred. South Pointe and the Sunset Harbor neighborhoods had some issues with the effects of some restaurants changing hours and uses to become quasi-nightclubs, but those issues are not associated with population or economic growth so much as with existing businesses modifying their uses to appeal to a broader spectrum of customer, and doing so within districts that have become overwhelmingly residential in the last decade.

South Beach has become the premiere entertainment destination in South Florida, and this has brought both positive and negative effects. Obviously the economic effect is a benefit, with increased funds spreading throughout the South Beach area and into City coffers. The negative effects include increased traffic congestion, as well as policing and sanitation issues near the entertainment establishments.

There have been requests for re-alignment of priorities in service provision throughout the city over the last decade. For example, with the completion of several high rise residential towers in the South Pointe area, the new residents are requesting enhanced trash and policing services around some of the newly created late night dining and entertainment establishments. Other portions of the City also have had complaints from residents regarding the provision of services. This has necessitated a re-alignment of service provision to ensure these concerns are addressed.

The build-out of the city at current zoning is not supported by the existing traffic infrastructure. There is no room to expand that infrastructure, and so alternatives must be found to handle this potential problem.

**Location of Development:** Staff's understanding of the intent of this section is a discussion focusing mainly on whether development occurred in areas where it was not anticipated, which may have caused problems in service delivery or infrastructure construction before the City was ready or willing to provide those services to that area. This does not apply to Miami Beach due to the fact that the city is a wholly urban environment. The City's redevelopment efforts during the early and mid-90s were focused mainly in the South Beach area, but since 1998 this has been shifting more and more along the Collins Avenue corridor and into the North Beach area. While many sites within the City have been redeveloped, there has been no greenfield development within the City since the 1994 EAR, and there are no greenfield sites left within our borders, other than parks and recreation facilities. Therefore we concentrate our answer on redevelopment activities, and whether or not that has occurred where expected, which is covered in a later section on RDA development.

**Land Use-School Siting Coordination:** The City of Miami Beach has 4 public schools located within its boundaries. There are 2 elementary, 1 middle and 1 senior high within the City, and Miami Beach students are also served by another school just outside the City boundaries, Treasure Island Elementary. Miami Beach High School is undergoing a 3-4 year renovation to

increase capacity and upgrade the facilities beginning in the summer of 2004. No new public schools are planned within the City limits.

The City and the School District have signed a County-wide Schools Inter-Local agreement which requires intensive cooperation and collaboration between the parties. This agreement includes, but is not limited to, the following: regular meetings between the parties; use of County population data by all parties for consistency; sharing of enrollment, development, growth and other pertinent information; requiring notification to affected parties of upcoming presentations at board or committee meetings; the local governments will invite the School Board to send a non-voting representative to any land use hearings where proposals to increase density are proposed; and encourage shared use of School Board, County and City facilities.

Table 3: Miami Beach School Information

School	Capacity	04-05 Enrollment	Notes
South Pointe Elementary	579	512	
North Beach Elementary	775	1200	
Treasure Island Elementary	881	944	
Feinberg-Fisher Elementary	903	660	
Biscayne Elementary	1310	1005	
Nautilus Middle	1340	1300	
Miami Beach High	2483	2262	Currently beginning renovation to increase capacity to 2823.

Capacity data from 2003 School Board facilities report. Enrollment and notes from Dec 2004 conversations with school officials at each school.

**Water Supply Plan:** The City of Miami Beach purchases its water from the County Water and Sewer Department (WASD) and does not need to implement a long range water supply facilities work plan since we have no such facilities. The City population is not expected to rise to such an extent that large increases in water or sewer demand will occur. The City does coordinate with WASD to ensure that they have enough capacity to supply our needs through the 20-year time horizon of the water supply plan.

**Previous Reduction in Density Impairing Redevelopment Property Rights:** In 1998-99, the Miami Beach City Commission adopted a FLUM amendment and applicable zoning map amendments that downzoned almost 277 acres of the City, thereby reducing the allowable density in those areas by 6464 housing units.

There are several alternatives for the redevelopment of non-conforming properties, should there be a need for reconstruction due to the effects of a disaster. However, should the property owner(s) voluntarily decide to demolish the existing structure and rebuild, the alternative to rebuild to pre-existing conditions would not apply, and the property would have to conform to existing regulations.

It should be noted that certain provisions of the City Charter would require City-wide referenda to resolve non-conforming floor area situations.

Some alternatives are as follows:

- Rebuild to pre-disaster building size.

- Rebuild to existing FLUM standards. The justification would be for public safety, to reduce overbuilding and densities in coastal high hazard area, which eases the congestion problems during emergency evacuations.

## **Evaluate Local Issues**

Planning staff initiated a series of inter-Departmental meetings in February 2004, followed by 5 public meetings throughout the City of Miami Beach in March and April, all with the intent of gaining input on what the most important issues facing Miami Beach, from a Comprehensive Planning perspective. This input was then presented to the City Manager and his staff, and then to the Planning Board and City Commission in a joint session in May. As a result of this process, 5 Major Issues were selected: Traffic Congestion; Housing; Pedestrian and Bicycle Issues; Over-Development and Incompatible Uses. These issues will be evaluated to explain why they were chosen as the most important issues facing Miami Beach.

### **Traffic Congestion**

Issue defined: Roads within the City, especially the north-south arterials, are congested an increasing number of hours every day.

Traffic congestion is an increasingly common problem in Miami Beach, as it is across the county, and indeed the country. While the densities and intensities of new construction are increasing over the existing land uses in some areas of Miami Beach, this is only one of the causes for this congestion. The primary causes are the popularity of the retail/entertainment destinations in South Beach, and the use of Collins/Harding Avenues and Alton Road as throughways for traffic coming from the barrier islands north of Miami Beach going to downtown Miami and points south. There are several reasons for this, including congestion on I-95, but also the limited number of convenient connection points between the barrier islands and the I-95 corridor plays a part. There is little the City can do to limit those types of trips, other than to urge the improvement of connections to the I-95 corridor from the more northern barrier islands, so that the traffic flows to that high capacity corridor instead of through Miami Beach. This issue has been mentioned at several public meetings to representatives of the Metropolitan Planning Organization (MPO) with the intent of getting a traffic study done, and a formal proposal has been initiated by the city Public Works Department for a Coastal Communities Transportation Master Plan. The City can also explore ways to inhibit the use of the Collins/Harding corridor as a throughway, such as returning them to two-way traffic, or changing paving surfaces to make fast driving uncomfortable. Attempting to reduce congestion by widening roads or creating new ones are not feasible, as there is simply no room to do so in this historic, built-out community.

Mass transit currently serves Miami Beach in the form of County buses and City Electrowave shuttles, and possibly in the future a streetcar system, but there is no certainty on its implementation as it is currently listed on Tier 2 of the MPO priority list. Public support for this streetcar system is evident from a City-wide referendum held in November 2004. Improved mass transit would certainly ease some of the congestion in the City, but only insofar as the transit system as a whole serves the needs of those commuting to and from Miami Beach in an efficient and timely manner. Currently, headways and bus maintenance are seen as problems by some residents that inhibit their ability to effectively utilize the transit system in place. A program is being discussed with Miami-Dade Transit Agency (MDTA) to replace the Electrowave shuttles with small diesel buses, and have MDTA run them in conjunction with their

whole bus system. Although specifically required by this Element, no transit rights of way have been purchased or protected.

Expanding alternative modes of transportation is another possible way to reduce automobile congestion. A citywide plan for a network of bicycle paths was completed some years ago, but has not been implemented yet. Various trails and paths are in place, but are not connected into a coherent whole that would allow anything other than recreational use. These alternative methods will primarily benefit roads in the denser areas of the City, but are likely to have less effect on the single-family areas where congestion is also a problem.

The current focus on providing amenities and incentives for people to use cars must be re-evaluated in light of the increasing congestion that is clogging the City streets. The only way to reduce congestion within the City is to make it easier to use some alternative method of transportation to enter or exit the congested area.

Possible options to explore: Shift focus from automobile to mass transit and bicycle/scooter amenities such as more parking/locking facilities for these small vehicles and fewer for visitors' cars; make dedicated bicycle lanes on non-arterial streets, and implement a program to create an unbroken network; limit development until there is a better concurrency method; coordinate with adjoining communities to reduce through traffic from their jurisdictions; utilize different parking options on wide streets to increase the number of spaces, which could offset the loss of spaces to bike lanes/wider sidewalks; decrease headways on bus routes to improve service and upgrade buses to those better suited to the dense urban areas; create incentives for the use of the 71<sup>st</sup>/79<sup>th</sup> Street causeway to the mainland, though other jurisdictions are exploring options which would make this suggestion less viable.

Public comments received on this issue are summarized below:

Efficiency/effectiveness of Mass Transit in CMB was questioned.

What are the trip generation effects of projects (commercial [large & small], entertainment uses and residential projects).

Circulation limitations due to chokepoints in the existing street network.

Impact of providing viable alternatives (pedestrian, bike, transit).

Ability to re-schedule construction away from peak hours.

Ability to affect drawbridge openings during peak hours.

## **Housing**

Issue defined: Housing in Miami Beach is too expensive for residents who earn middle class incomes and below.

Service workers and white collar employees, are increasingly being priced out of the housing market. While Miami Beach assists some 5,000 households with their housing financial needs, there is a growing shortage of workforce housing for people of moderate and even middle income.

The rejuvenation of the entertainment industry has raised land prices. Building high rise condos for the very wealthy has taken land that could have been used for more-moderately priced mid-rise and low-rise buildings more in character with the surrounding neighborhoods. However, costs incurred by developers for land, insurance and construction often make it unprofitable to create even moderate income housing here.

The City contains approximately 62,750 residential units in 7.1 square miles, for an average density of 8838 units per square mile. There is a noticeable lack of new housing being constructed for moderate and low income residents of Miami Beach. There have been about 3000 residential units, mainly condominium, built in the last 4 years, but because of the influence of market forces, almost all of these units are planned for high income or very high income residents, and many are being purchased by foreign investors as a second or third home. Workforce housing is in short supply and not much is being constructed.

The Miami Beach Housing Authority, a non-profit organization, and the Housing Department for the City combine to offer assistance to approximately 5,000 residential units within the City, about 8.5% of the housing stock.

Possible options to explore: Create regulations that require different sizes of housing units and spaces for different levels of income in the same development; require mixed uses on ground floor of buildings over a certain height, to ensure life on the street during the day and evening; create incentives to re-configure existing buildings to create some larger units that would more easily support families.

Public comments received on this issue are summarized below:

There is a lack of new/renovated housing that is affordable for middle-income residents

Should a mix of housing types/sizes be required in new development?

Should there be incentives for middle income housing?

Assisted housing is perceived as too concentrated in North Beach.

Is maintenance of assisted housing sufficient?

Are design guidelines the answer to problems with demolition of single family homes and the subsequent creation of very large new houses that are out of scale with their surroundings?

## **Pedestrian/Bicycle Issues**

Issue defined: There are insufficient facilities for pedestrians and bicyclists to navigate throughout the City in a safe manner.

There are many fragments of pleasant bicycle/pedestrian paths spread throughout the City, but as of yet there is no existing system that connects them all into a coherent system. Sidewalks are too narrow for the most part, and also obstructed by poles, signs, newspaper boxes, poorly tended overhanging landscaping and sometimes by street trees.

A proposed citywide map for a network of bicycle paths (Bicycle/Pedestrian Corridors Master Plan) was completed in 2000, and authority to begin implementing portions of it was authorized by the City Commission. The Public Works Department maintains the Master Plan, and conducts studies on various segments and corridors prior to moving forward with locating and constructing them. The Master Plan is included as Appendix C.

Possible options to explore: Move forward more quickly with implementation of the Master Plan; shift focus from automobile to mass transit and bicycle/scooter amenities such as more parking/locking facilities for these small vehicles; widen sidewalks on main streets; make dedicated bicycle lanes on non-arterial streets, especially the east-west streets, to connect the

many trail/path fragments together in a coherent manner; more shade trees need to be planted along city streets, especially around bus stops and intersections where people wait.

Public comments received on this issue are summarized below:

Lack of networks of bike trails.

Need more shaded and protected sidewalks, paths, lanes

Need to address links to neighboring communities.

Prioritizing pedestrian over automobile – widen sidewalks, move impediments such as signs, poles, etc

Need to address greenways. Location, funding, etc.

## **Over-Development**

Issue defined: New development, both residential and commercial, has increased the traffic and demand for services in parts of the City.

Increased densities mean more residents attempting to use the available services, such as streets, parking and open space. Increased intensities mean more shoppers/patrons attempting to use the available services such as streets and parking. Both of these increases lead to worse traffic congestion. Some services, such as parking, can be provided by building vertically, but at a vastly increased cost. On a barrier island like Miami Beach, there is no room to widen roads or sidewalks, or to create a park in a greenfield area for the residents.

The actual construction of several high rise towers that were only in the planning stages between 1989 and 1994 has caused the public to express disapproval of them. The perception is prevalent that these new towers are a major cause of the traffic congestion and service delivery issues, and that has spurred City efforts to limit growth and density. Construction of these higher buildings does mean more long shadows extending across the city during sunrise and sunset hours, especially over the beaches, which are one of the main tourist attractions. There has also been an increase of over 1500 hotel rooms in Miami Beach since 1998, to a total of 18,369 in 2004. This allows more tourists and visitors to come to the City and utilize our services.

The City is implementing a new program of Growth Management, which may initiate a system of annual permits for large developments (50,000+ square feet) to ensure that development proceeds at a pace the City can manage, and that the development that occurs is a benefit to the residents of the City as a whole, and not a detriment. This system could supplement or replace the current concurrency standards if found to be effective in achieving the concurrency goals. This new program was submitted to a City-wide referendum, and passed, so support from the citizens is evident.

Possible options to explore: The downzoning of the mid-90's has limited the number of high- and mid-rise buildings that can be built in the future; switching from FAR-based development to a combined FAR and units-per-acre system may limit future high rise development; study the feasibility of downzoning other areas of the City.

Public comments received on this issue are summarized below:

Effectiveness of 1997-98 downzoning in managing growth (are heights/densities still too high?)

Concurrency problems-traffic, stormwater, sewer  
Address issue of lot aggregation allowing buildings that are out of scale with the neighborhood.

### **Incompatible Uses**

Issue defined: Due to the dense urban nature of Miami Beach, there are some commercial uses, especially late night entertainment uses, that are located too close to residential uses, and these uses negatively impact on the quality of life of residents.

Residents have been complaining about too much noise too late at night, especially during the work week, from nearby restaurants, bars and clubs staying open well after midnight. Also, the collateral effects of the entertainment industry such as trash, public drunkenness, and loud crowds filtering into the residential neighborhoods have been identified as a problem. This is true in several parts of the City, but especially so in the South Pointe area of the City where new high rise residential towers continue to be built, low rise buildings are being renovated, and restaurants are trying to change into night clubs later in the evening to keep the clientele they attracted for dinner.

Another impact is the encroachment of residential uses into non-residential areas where the likelihood of conflict is magnified with respect to incompatible uses. Applications to re-zone industrial land, as well as the changing character of the commercial uses within the light industrial districts, are evidence of this phenomenon. The reduction in available Industrial land is not a desirable prospect for the City. Miami Beach cannot expand into vacant land for less desirable uses, and so must maintain the small amount of industrial land currently within the City.

Some restaurants which traditionally have had low key entertainment as an accessory to their culinary use have begun transforming into nightclubs after 10 pm or midnight, with dancing and music. Several of these restaurants are located in close proximity to residential units, and have too low of a capacity to trigger the City's entertainment establishment approval procedures.

The City is currently studying several initiatives to mitigate the effects of these incompatible uses. These initiatives are: limiting entertainment uses in certain areas of the City; creating entertainment districts within which most such uses would be located; limiting the size of accessory uses depending on the size of the main permitted use; and creating a more useful definition of entertainment.

Possible options to explore: Changing the list of allowed uses within certain residential and mixed-use districts to disallow uses which are incompatible with nearby residential units; ensure that surrounding development, both existing and potential, is taken into account when reviewing new project proposals; limit outdoor entertainment uses to areas that do not have residential units nearby; changing the entertainment and neighborhood impact establishment regulations to encompass all such establishments, or lower the current threshold from 200 or 300 patrons to a number that will capture more of these places and regulate them more easily.

Public comments received on this issue are summarized below:

Address accessory uses usurping primary roles in commercial establishments.  
Address noise-clubs, club-goers, street parties, etc.  
Allowed disruptive uses in inappropriate areas in the past.  
Should CMB encourage/discourage certain locations?

## Objectives Related to Traffic Congestion

OBJECTIVE	TARGET	CONDITIONS WHEN PLAN ADOPTED	CURRENT CONDITIONS	COMMENTS
FLUE 4: Hurricane Evacuation	Seeking to lower resid. densities to ease evacuation congestion prior to hurricane.	Pop: 92,639 5 evac routes, 1 north and 4 west	Pop: 89,312 5 evac routes, 1 north and 4 west	1999 Downzoning reduced potential pop. by approx. 13,000, units by 6464.
FLUE 5: Concurrency Management	Requiring infrastructure to be provided concurrent with need created by development	Concurrency systems not in place.	Some intersections not maintaining LOS D during peak hours.	Transportation infra cannot be increased except by mass transit. <u>Alternatives are being explored as current concurrency system not adequate to address all impacts.</u>
Traffic Circ 1: Level of Service	Require certain LOS for vehicle traffic on roadways within CMB.	Less traffic created by the entertainment industry and the office/retail sector.	Economy improved, much more traffic from entertainment ind and retail sector.	LOS D no longer achievable on continuous basis, some intersections lower.
Traffic Circ 6: TCMA's	Accept lower LOS for traffic in order to continue developing at urban densities and implementing alternative transportation modes.	Development being hindered by concurrency rules created with suburban areas in mind. Original rules not suited to urban centers.	Some intersections not maintaining LOS D during peak hours.	Traffic has increased so much that even TCMA's are not sufficient to mitigate it. A Multi-Modal transportation district is being evaluated for use in the South Beach area.
Ports 2: MacArthur Causeway	To maintain LOS on the MacArthur Causeway by not allowing development which would add to the traffic.	Industrial uses on Terminal Island, and Large lot residential dev. on the other 3 Islands (Palm, Hibiscus and Star)	Industrial uses on Terminal Island, and large lot residential dev. on the other 3 Islands (Palm, Hibiscus, Star)	This Objective may be amended, <u>moved</u> or deleted in the 2005-06 EAR-based Amendment round.
Housing 2: Large Units	Encouraging residential units with more bedrooms suitable for families.	Many small units, but few units large enough for families with children.	Roughly 5,900 res units with 3 or more BR exist within the City.	By encouraging larger units, traffic congestion may ease as fewer households inhabit the same size building and create fewer trips, but the impact is likely to be barely discernable in a city of 90,000.

## Objectives Related to Housing

OBJECTIVE	TARGET	CONDITIONS WHEN PLAN ADOPTED	CURRENT CONDITIONS	COMMENTS
FLUE 1: Land Development Regs	To govern the uses/densities & intensities within CMB.	City was growing slightly in population, but somewhat stagnant in economy. Land/housing prices were lower than they are now, and not increasing at such a fast pace.	City dropped in pop, and now is growing slowly back to 1990 level, land/housing prices are increasing rapidly.	Dow zoning reduced potential housing units in City, which hurts affordability, but there are still many hundreds of potential units that can be built or redeveloped. There are no incentives to provide lower cost housing.
FLUE 9: Redevelopment	To focus redevelopment efforts in two important areas of the City.	Blight? vacant lots? Boarded up buildings?	High end housing and retail shops are being built in South Pointe, and much redevelopment has been encouraged in the City Center RDA as well, mainly commercial. Few units are being constructed for moderate or lower income groups, however.	South Pointe RDA is being phased out, and the City Center RDA is moving forward on many residential and commercial projects. Cultural projects have been completed here as well.
Housing Element	Make available to house the projected population of the City sufficient housing units in a variety of types, sizes, locations and cost ranges, located in safe neighborhoods.	N/A	N/A	The whole Housing Element relates to the issue of Housing. The Objectives mentioned here will focus only on those that relate to the lack of moderate and lower income housing in CMB.
Housing 3: Affordable Housing	Have 16000 housing units affordable to low and moderate income residents. This is between 1/3 and 1/4 of the housing units in CMB.	Land/housing costs were much lower then, and this may have seemed like an achievable Obj.	Land/housing costs have skyrocketed. There are no incentives available to build moderate and lower cost housing. Only high end residential is being built in CMB.	Land/Housing prices have gone up so much that this Obj is now not achievable without: a huge expansion of the Housing Assistance program; new incentives to create the housing, or changing LDR to require provision of such housing.

Housing 4: Sub-Standard Housing	Reduce the number of sub-standard units and buildings within the City.	Many sub-standard units remain in CMB from hotel conversions and apartment subdivisions, the 1988 figure is 4944, of which approx. 11% were not fit for rehab.	No system to track how many sub-standard units are rehabbed. Number of units remaining sub-standard is unknown.	Repairing and rehabbing these units normally results in their being priced out of reach of the residents who lived there previously. Incentives need to be put in place to create moderate income housing.
Housing 9: Land for Housing	Maintain a certain percentage of CMB land available for housing.		There is land available for all the types of housing that are required by the Objective, however there are no incentives in place for anyone to create specific types of Housing, so little is being done except high end luxury housing.	The policies in this Obj have no actions to take, they are all written as if they were Objectives themselves. This Obj will need to be completely re-evaluated and amended with action policies.
Con/Coastal Zone 8: Density Limits	Direct pop increases away from coastal high hazard area.	Experience with emergency evacuations in early 1990s prompted a move to reduce pop densities on barrier islands to improve evacuation times.	1999 City downzoning reduced potential densities by 12,000 residents. Current policy is to prohibit density increases.	The whole CMB is a coastal high hazard area. No increases in res density are contemplated. This means prices will continue to rise as supply is limited.

## Objectives Related to Pedestrian/Bicycle Issues

OBJECTIVE	TARGET	CONDITIONS WHEN PLAN ADOPTED	CURRENT CONDITIONS	COMMENTS
FLUE 10: Gateway Urban Design	To improve the appearance of the entrances to CMB	Entrances were not created or kept up to represent a favorable entrance to the City	Gateways are completed or under construction.	Only auto passengers considered when designing /improving the Gateways. Obj. failed to require planning/ impl. for ped/bicycle use.
Traffic Circ 2: Roadway Safety and Landscaping	Improve safety and aesthetics of CMB roadways.	Lesser traffic levels, lower funding levels due to weaker CMB economy, only scattered bicycle paths, unconnected foot trails.	More traffic, higher funding levels increase maintenance of landscaping, and more ped/bicycle paths being created/connected.	More emphasis on ped/bike safety and consideration must be included in this Objective.
Traffic Circ 3: Parking and Pedestrian/Bike Circulation	Providing Ped/Bike ways and networks in CMB.	Several plans had been created, but not yet implemented. This Obj. was pushing those plans to be implemented.	Several plans have been created, and one is partially implemented, another is undergoing a pilot program to determine feasibility/cost.	This Objective is weak, and will be strengthened with more specific plans and policies in the EAR amendments.
Traffic Circ 6: TCMA's	Increasing mobility options and encouraging redevelopment in more urban manner.	Traffic concurrency based on suburban model of development, unsuitable for dense urban areas. Traffic is always going to be an issue, so TCMA's implemented to reflect urban traffic realities	Traffic still increasing, MultiModal Transit District being studied as a possible alternative to TCMA, at least in South Beach.	Redevelopment has been encouraged, however additional mobility options have not been pursued, other than small unconnected ped/bike projects.
ROSE 1: Waterfront Parks	Complete the planned pedestrian/Bike systems along Atlantic Ocean, Collins Canal.	While individual parks and beaches have good ped/bike ways, there are no links between them.	Links are being established, especially along the Atlantic beachfront.	Progress is being made on this Objective.
ROSE 5: No Objective Name	Create networks of pedestrian and bicycle paths throughout CMB.	Several plans had been created, but not yet implemented. This Obj. was pushing those plans to be implemented.	Several plans are under progress, one is partially implemented, another is undergoing a pilot program to determine feasibility/cost.	Progress is being made, esp. along Atlantic Ocean, but other network links are not being planned/funded, esp east-west bike lanes.

## Objectives Related to Incompatible Uses

OBJECTIVE	TARGET	CONDITIONS WHEN PLAN ADOPTED	CURRENT CONDITIONS	COMMENTS
FLUE 1: Land Development Regulations	To guide development in such a way as to create a high quality environment for residents and visitors.	City was growing slightly in pop, but somewhat stagnant in economy.	City dropped in pop, now is growing slowly back to 1990 level, and economy is growing.	Denied request to place resid adjacent to I1 uses, and adjusting other categories.
FLUE 2: Innovative Development	Increase mixed-use developments to encourage more pedestrian friendly neighborhoods.	Many buildings in mixed-use districts were single use.	Most new comm./office buildings are multi-use buildings with retail on the ground floor.	Mixed-use is not the only innovative development type. Obj needs to be more wide reaching.
FLUE 5.A: Land for Utility Facilities	To ensure land is available for necessary utility facilities.	Utilities put in place without screening or design considerations.	Utilities face extensive design review and screening req. to protect neighbors.	Unnecessary objective that will be removed during EAR amendments.
FLUE 6: Inconsistent Uses	Encourage dis-continuation of non-conforming uses.	There were uses existing in locations that are no longer appropriate or desirable.	There are uses existing in locations that are no longer appropriate or desirable.	When inconsistent or non-conforming uses go away, staff requires compliance with LDC to re-build.
Ports 1: Port Facility Expansion	No new airport or port facilities allowed, and expansion of the existing port is not allowed.	No room for new facilities, and existing Terminal Island uses preclude expansion.	No room for new facilities, and existing Terminal Island uses preclude expansion.	This Objective was instrumental in refusing a FLUC change to allow residential dev. adjacent to light industrial uses.
Housing 1: Housing Supply	Maintain housing supply, and prohibit non-residential uses from single and multi-family districts.		Some entertainment uses have intruded into Residential areas, and this conflict is a problem the City is attempting to solve.	One policy here directly contradicts other Comp Plan policies that encourage mixing appropriate uses. RM is appropriate for mixing small retail and commercial uses with res. units, but not entertainment uses.
Conservation/Coastal Zone 2: Natural Resource Protection	Protecting Conservation areas from degradation.		The Conservation areas along the Atlantic Ocean are being protected and improved. No development is allowed, other than public amenities. <u>There are concerns about temporary commercial events limiting public access and damaging the beaches.</u>	This Objective is a series of unconnected and unrelated policies. it needs to be cleaned up during the EAR based amendment round. Incompatible uses are prohibited.

### Objectives Related to Over-Development

OBJECTIVE	TARGET	CONDITIONS WHEN PLAN ADOPTED	CURRENT CONDITIONS	COMMENTS
FLUE 1: Land Development Regulations	To govern the uses/densities & intensities within CMB.	City was growing slightly in pop, but somewhat stagnant in economy.	City dropped in pop, and now is growing slowly back to 1990 level, and economy is growing.	Over-Development began to be addressed by 1999 down-zoning, which reduced potential pop and associated traffic and other impacts, <u>though these are still problems affecting the Quality of life in MB.</u>
FLUE 4: Hurricane Evacuation	Reducing permitted pop densities to improve evacuation times for CMB residents.	Growing pop and realization that another Hurricane Andrew could cause severe damage and loss of life.	Pop lower than 1990 level, but slowly growing. More than 170 acres downzoned, reducing potential pop by 12,000+	This Obj has been achieved.
FLUE 5: Concurrency Management	Ensuring that new development pays its share of the cost of improving services and infrastructure to support new residents/businesses.	Concurrency system was not in place.	Planning Dept staff reviews every development for its concurrency impact, and levies a fee depending on the size of the development and its projected impact.	This Objective is being implemented on a daily basis, but <u>alternatives are being explored as current concurrency system not adequate to address all impacts.</u>

## Element Successes & Shortcomings

A shortcoming of the Comprehensive Plan as a whole, in every Element to one degree or another, is the lack of text specifically assigning responsibility to complete tasks and implement programs. Also, there is a wide array of duplicate policies and objectives throughout the Plan. There are housing policies in the FLUE, and HP policies in Housing and the FLUE, etc. There is no need to repeat the exact same wording in 2 or 3 different Elements.

### FLUE:

This Element has been successful in guiding the Future Land Use decisions of the Planning staff over the past 10 years. A City-wide downzoning process was completed and adopted in 1999, resulting in the reduction of 6464 potential residential units, and approximately 13,000 potential residents, from the City's future development.

### Traffic Circulation:

Success: The introduction of three Transportation Concurrency Management Areas (TCMAs) in 2000 led to the development of the Municipal Mobility Plan (MMP), which listed about four dozen projects which would enhance the traffic system within the City. Over 75% of those projects have been completed, and more are underway.

Shortcoming was lack of preparation for the increase in traffic that results in LOS D not being maintained during rush hour at certain intersections and along certain thoroughfares.

### Mass Transit:

Success in that buses generally run at a much higher level than the 60 minute headways called for in this element. Also that a local circulator bus system called the Electrowave shuttle was started and continues running to this day with small electric buses running a circular route around South Beach. However, the Electrowave is only moderately successful, its shortcomings including maintenance shortfalls during its early years, low ridership, and operating hours that end too early at night, all of which contribute to a perception that it is not worth the expense.

### Ports, Aviation:

This Element was successful in maintaining the operation of the cargo terminal during the period 2002-04 when a proposal was submitted to change the use of the cargo terminal into a residential tower with an accompanying marina. Partly due to Policy 1.2's language, and the surrounding land uses, that application was denied, preventing the encroachment of incompatible residential land uses onto Terminal Island.

### Housing:

The City is one of the top producers of affordable housing among municipalities in Miami Dade County, providing assistance to residents in almost 8% of the city's stock of housing.

Relocation program for residents living in unsafe buildings has also been implemented successfully.

Shortcoming is that there are no incentives or requirements for the provision of new or redeveloped housing affordable to moderate and lower income groups.

### Infrastructure:

Repair and replacement of the infrastructure called for in the plan is progressing well, The General Obligation bond projects are being completed throughout the city.

However, no real requirements are written here, no plans to ensure that a service line of a certain size is in place by a particular year to handle the projected population at that time in a

certain neighborhood. Having the Plan state that deficiencies will be made up without specifying the deficiencies or the remedies is too vague. The Public Works Department has conducted studies based on the projects that are currently in the development process, and is now in the planning stage of upgrading the sewer, water and stormwater systems to ensure capacity is available for these developments. The Comp Plan should be amended with more specific language.

#### Conservation/Coastal Zone:

Successful public improvements, such as the "Beachwalk" project and redevelopment of the "Street-Ends" that reach the Atlantic Ocean. Also, the City has been able to restrict and control those activities which would damage or destroy coastal resources by prohibiting them from sensitive areas.

A shortcoming is the lack of any language addressing the private commercial uses which sometimes dominate stretches of the beach for days at a time, disrupting normal public use of that space, and sometimes even damaging the beach itself by the preparation or teardown of the structures or storage spaces needed for the events.

#### Recreation & Open Space:

Some of the pedestrian/bike trails are being constructed and planned, though the city is not being addressed as a whole in connecting these disparate plans into a coherent network, at least at the implementation level.

#### Intergovernmental Coordination:

Miami Beach has an active program to ensure information about County programs that benefit city residents is available and distributed, as called for in Policy 1.1.

#### Capital Improvements:

This element has been successful in guiding the City of Miami Beach toward ensuring that all development and locations are served by public facilities at established levels of service. Since the adoption of this element, the City has made great strides in revamping its 5-Year Capital Improvement Plan and annual Capital Budgeting process. It has adopted and implemented a Concurrency Management Program and a TCMA. The City has authorized the issuance of \$92 million of General Obligation Bonds, \$54 million of Water and Sewer Bonds and \$52 million of Stormwater Revenue Bonds, which are helping to leverage additional funding from county, state and federal sources, as well as private investment.

A shortcoming of the Element is the overlap and duplication of policies and objectives within it. The Element should be re-organized to more efficiently state its objectives.

#### Historic Preservation:

Successfully increasing the amount of historic designations between 1989 and 2004 (adding nine historic sites, two historic structures, seven historic districts, and the expansion of three historic districts) has enhanced the cultural and historic environment of Miami Beach. In 1994, the City adopted the Lincoln Road Master Redevelopment Plan and created the Lincoln Road Task Force. To date, the master redevelopment plan has been successfully implemented for the area of Lincoln Road between Washington Avenue and Alton Road (completed in 1996). Some shortcomings are: the lack of incentives to encourage retention, preservation, and rehabilitation of historic properties;; and to encourage the retention, maintenance, and restoration of all historically significant City-owned properties; a lack of regulation to prevent "demolition by neglect"; and a failure to address the disconnect between the cities historic preservation efforts and the Federal Flood Plain building floor requirements.

## **Development within Redevelopment Areas (RDAs)**

Miami Beach has two Redevelopment Areas within its boundaries, the South Pointe RDA and the City Center RDA. The South Pointe RDA was pre-existing at the time the 1989 plan was written, and the City Center RDA was started in 1993.

The FLUE called for the focus in the South Pointe area to be on residential development, especially townhouse and mixed residential and commercial uses. This has occurred, through the construction of several townhouse projects as well as townhouses as part of the high-rise residential tower projects. There have been small and large apartment projects, and commercial development mixed in on the ground floor of residential buildings, as well as stand alone commercial buildings. This RDA will expire on September 30, 2005, having completed its task of rejuvenating the South Pointe area.

List of South Pointe projects completed:

- Miami Beach Marina
- South Pointe Park
- Courts/Cosmopolitan Project (Land assemblage)
- Phase I Streetscape improvements
- 5<sup>th</sup> Street corridor improvements
- Portofino/SSDI
- Washington Ave extension

In the City Center RDA, the focus is more on creating uses that enhance the cultural and commercial aspects of the city. A large convention hotel, the Loews, was completed within this district, as well as a home for the Miami City Ballet, a new regional library, and a planned project to expand the New World Symphony and create a new park where today there are surface parking lots. There are residential neighborhoods within this RDA as well, and many buildings within them are being purchased and rehabilitated by private developers.

List of City Center projects completed or underway:

- Loews Miami Beach Hotel
- RDP Royal Palm Crowne Plaza Hotel
- Anchor Shops and Parking Garage
- Renovation of Lincoln Road
- Land assemblage for Miami City Ballet and Regional Library
- Renovation and expansion of Bass Museum
- Colony Theater project (underway)
- Beachwalk project (underway)

## **Compatibility with CH 163 F.S. and Section 9J-5, F.A.C.**

There are several areas in the Miami Beach Comprehensive Plan which need amendments based on the changes that have taken place in Chapter 163 Florida Statutes (F.S.) and in section 9J-5 Florida Administrative Code (F.A.C.) These amendments will be accomplished during the 18 month EAR-based amendment round in 2005-06.

### Changes related to both Ch. 163 and section 9J-5

The most obvious is the amalgamation of the Traffic, Mass Transit and Ports Elements into a combined Transportation Element. (Item #38 in DCA list of changes)

Other amendments required are:

Ensuring that all Objectives are measurable. (#2)

Infrastructure Element needs to have policy stating that public facilities and services need to be provided concurrent with impacts of development. Concurrency section from FLUE needs to be shortened to become a guide, moved to the Infrastructure Element, and the details can be moved to the Zoning Code. (#4)

Adding provisions for very-low-income residents to the Housing Element, as well as provisions to avoid concentration of assisted housing in limited areas. Also add provisions for streamlining permitting process and identify interlocal agreements for affordable housing. (#35)

Amending Capital Improvement Element for public participation provision, and add standards for managing debt. (#78)

Amend Inter-Governmental Coordination Element (ICE) to take into account plans of agencies with no land planning powers, and coordination with the County Water and Sewer Department (WASD) and the South Florida Water Management District (SFWMD) plans, and a method for determining if projects will impact state or regional facilities ie. parks, roads, etc concurrency? Also, process to modify Developments of Regional Impacts without removing development rights. (#36, #68, #111, #113 & #115)

Currently Miami Beach has a combined Conservation/Coastal Management Element(CON/CME). Given the increased emphasis on Hazard Mitigation and pre-Disaster planning, we may need to create a separate Coastal Management Element to encompass those areas. Also in the Con/CM Element, revise to include maintenance of ports, and amend to coordinate with SFWMD water supply plan. (#39, #65 & #114)

Amend LDRs to allow participation by school boards and colleges. (#61 & #110)

### Specific section 9J-5 Changes

Transportation Concurrency Management Areas need to be added to the Future Land Use Map, and a comment indicating the whole City lies within the coastal high hazard area. (#8 & #41)

Housing Element to streamline permitting process. (#46)

Add policies to include school concurrency, in concurrency area, and in ICE. (#74 & #84)

## **Compatibility with State and Regional Comprehensive Plans**

The State Comprehensive Plan has not changed since the 1994 EAR in any way that would require any changes to the Miami Beach Comprehensive Plan.

There are several areas in the Miami Beach Comprehensive Plan which need amendments based on the changes that have taken place in the South Florida Regional Planning Commissions (SFRPC) Strategic Regional Policy Plan (SRPP.) These amendments will be accomplished during the 18 month EAR-based amendment round in 2005-06.

The new SRPP for South Florida was adopted in September 2004, and the most recent version is being used to ensure the City Comprehensive Plan is up to date.

Following are the areas in which issues must be addressed.

Obj. 1: Education and Workforce Development, Policy 1.5 Adequate housing for workforce.

Obj. 4: Infrastructure, Policy 4.9 Procedures and schedules for expenditure of assessed impact fees.

Obj. 5: Schools, Policy 5.3 Discourage development that would exacerbate school overcrowding.

Obj. 6: Housing, Policy 6.1 Address needs of growing population whose income is moderate and below that is in need of housing.

Policy 6.9, Offer incentives to employers who assist employees buying homes close to work.

Policy 6.14, Program to condition approval for high revenue, high employee uses upon development of housing for moderate income and below residents.

Policy 6.16, Develop inclusionary housing programs.

Obj. 7: Water Conservation, Policy 7.14 Adopt xeriscape/Florida-friendly landscape guidelines.

Policy 7.14 Adopt water rate structure to create incentive to use less water.

Obj. 9: Energy, Policy 9.3 Increase use of alternative-fuel and hybrid vehicles.

Obj. 18: Emergency Planning, Policy 18.11 and 18.12 Ensure mitigation measures in place for small businesses and the City as a whole.

Obj. 19: Coastal High Hazard areas, Policy 19.7 Require development to mitigate hazard impacts and promote public safety and welfare.

Obj. 20: Connecting People & Places, Policy 20.14 Coordinate with other government agencies and the public to develop waterborne transportation systems.

# ***Appendices***

## Appendix A – Public Input on Major Issues

Public Issues	Comments	Major Issue	Raised by:
Traffic	<p>Coordinating Signalization 63<sup>rd</sup> Str Flyover Chokepoints-study and remedy(Collins 63<sup>rd</sup> to 72<sup>nd</sup> 2 lanes) Flow &amp; congestion, Entering/exiting on weekend nights/sp events is difficult Put loading zone in each block to reduce lane blockage Prohibit expansion of capacity, maintain LOS standards Limit construction traffic numbers/hours Enforcement- speed limits, double parking of commercial veh esp, and buses stopping in traffic lanes instead of at bus stops Discourage using MB as a through street to get to/from Miami Limit pedestrian “bump-outs” which narrow corners and eliminate lanes Limit drawbridge “on-demand” openings during rush hours – 15/20 min intervals Enforcement of loitering/open liquor/dog litter cleanup/illegal subdivision of SF homes laws Dirty streets/paint crosswalks Streetscaping- landscapes, bus shelters, signs/poles in sidewalk, street furniture</p>	Traffic Congestion	All
Quality of Life	<p>Enforcement of loitering/open liquor/dog litter cleanup/illegal subdivision of SF homes laws Dirty streets/paint crosswalks Streetscaping- landscapes, bus shelters, signs/poles in sidewalk, street furniture</p>	Quality of Life	All
Infrastructure	<p>Maintenance – seawalls, sidewalks Repair work should be done at night in streets, not during rush hour, and in a timely manner, 42<sup>nd</sup> str torn up for months Improve capacity – sewer, Storm water backups, esp to relieve storm flooding Bridge and street repaving/repair Put utilities underground</p>	<p>Ped/Bicycle Infra Maint Public Works Concurrency</p>	All
E-Gov't	<p>Serve public better/faster/efficiently - Forms/applications online Improve planning process thru participatory websites, etc IT methods of improving traffic/transit info, noise monitoring</p>	Quality of Life	All
Econ Redev	<p>Attract national brands – Target, etc</p>	Econ Dev	North
Housing	<p>Lack of Affordable for middle class on down Assisted housing too concentrated in NoBe/poor maintenance Place assisted housing over public surface lots, lower cost Demo of SF/bldg MacMansions-need design guidelines</p>	Housing	All
Concurrency	<p>Roads, infrastructure, schools, libraries Fees leave the jurisdiction and are not returned by the collecting agency</p>	Concurrency	North, Middle
Transit	<p>Attract water taxis/buses Incentivize development/Use ie Residential transit cards? Improve internal circulator-perception of ineffectiveness Have rail cross from Miami and Stop at Potamkin Site, transfer to improved Electro-Wave, have transit link Aventura and MB</p>	Traffic Congestion	All

Parks	Main/landscaping/safety(homeless) Create dog and skate parks and playgrounds/tot lots Add some hard surfaces to parks for kids to ride bikes, rollerblade, etc Greenway creation Keep Par-3 course as it is, don't change to passive park.	Parks	All
Beach Issues	Erosion Beach walk Street ends – coordinate designs? Better Maintenance	Inter-Gov Ped/Bike	North, Middle
Homeless	Safety/cleanliness/deter visitors/shoppers/enforcement of regs Not enough spaces, too many being rented out/bagged Too many garages Cabs parking on sidewalks Prioritize residents over visitors NoBe-be proactive, build what will be necessary given dev capacity	Qual of Life Parking	North, Mid North, South
Sustainable Develop	Environmental practices "green roofs" Recycling/reuse of resources water, etc Bldg Materials	EAR Based Amend	South
Disaster Mitigation	Control development – coastal high hazard area Stop over development Emergency crew response slowed by congestion, ie into Aqua. Post-disaster redevelopment?	Over-Dev Haz Mitigation	North, South
Pedestrian / Bicycle	Landscaping/shade trees Prioritize ped over auto – widen sidewalks, remove impediments such as signs, poles, etc Improve network of bike lanes/trails, utilize wide side streets to narrow lanes, add angled parking and bike lanes Improve areas to bike in neighborhoods Improve safety Flyovers/underpasses for crosswalks	Ped/Bike	All
Demographic	As avg age lowers, city services need to adjust pro-actively Shopping needs change, incentivize required uses	Quality of Life	South
Home Rule	Electricity distribution, etc		South
Intellectual prop.	Using resident's knowledge to assist gov't and residents		South
Public-Private partnerships	Inter-agency, inter-group(ie Botanical garden-Convention Center), city-N'hood Assoc/HOA	Inter-gov coord	Middle, South
Economic Analysis	Spend equal time/resources on residential and commercial development		South
3 disparate districts	NoBe, Mid and SoBe Gov't has failed to address different needs/character/desires Different regs for different districts	Quality of Life	South
Shade tree canopy	Need more shade trees Need Shade master plan for City/Neighborhoods/districts	Ped/Bike	Middle, South

Over-development	Density/height-size of buildings – creates walls on south and west of city also FAR's too high Aggregation of lots allowing bigger buildings-out of scale/character Relates to Q of L issues Certain uses too concentrated in certain areas Create a "N'hood carry capacity" to limit concentrations of use Too many people, too many businesses cause traffic congestion City capacity to absorb these must be taken into account Specify and limit what is allowed, and how much	Land Use mix/comp	All
Special Events		Quality of Life	South
Commercial uses in Residential areas		Land Use mix/comp	South
Incompatibility of Uses	Prioritize resident's first Incentivize moving uses out of incompatible areas to more compatible areas Create "Moats" of buffer uses between res and noisy uses	Land Use mix/comp	South
Enforcement of existing regs	Q of L issues-hedges, private landscaping blocking sidewalks Limit hedge height as we do wall height. Disseminate City regs proactively	Quality of Life	All
Noise	From clubs, from club-goers after leaving clubs, from street-partiers, cars with booming stereos, restaurants acting as clubs; Incompatible uses in close proximity;	Quality of Life	City Staff
N'hood preservation	Incompatible development, out of context buildings Uses tend to get replaced with double/triple intensity/density Tax break to incentivize N'hood character, and limit the ability to increase density/intensity	Land Use mix/comp	Middle
Lack of emphasis on supporting / enhancing the Arts	A world class city needs high level of arts; not fully supported; land prices are hurting non-profits; Street Furniture	Ped/Bike	City Staff
Mis-perception about City population	90,000 residents, 25,000+ seasonal residents, over 120,000 visitors and tourists; funding from Fed/State/County is based on 90K residents, not enough to support the services needed for 200K+		Middle
N'hood issues	Perception that Dade-41 <sup>st</sup> Street ignored Construction(pub and Private) ignoring regs More communication between City and N'hood assoc/HoA's etc	N'hood svcs	Middle
CPTED	Construct public and private projects with an eye towards reducing ability of criminals to use those sites.		North
Scooters	Encourage use of scooters to lower traffic congestion Incentivize use through free parking, like for bicycles, do not take parking spaces away from cars for motorcycle/scooter spaces		North

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## **Appendix B - Lexicon**

For purposes of simplification and clarity, the following terms are explained for use throughout this document.

BayLink – Proposed light rail/trolley system to connect South Beach to downtown Miami and regional rail transit systems.

BR - Bedroom

CIE – Capital Improvement Element

Comp Plan – Comprehensive Plan

CON – Conservation

CON/CME – Conservation/ Coastal Management Element

CMB – City of Miami Beach

DCA – Department of Community Affairs

DRI – Development of Regional Impact

EAR – Evaluation and Appraisal Report

F.A.C. – Florida Administrative Code

FAR – Floor Area Ratio

FEMA – Federal Emergency Management Agency

FLUC – Future Land Use Category

FLUE – Future Land Use Element

FLUM – Future Land Use Map

F.S. – Florida Statutes

ICE – Inter-Governmental Coordination Element

LDC – Land Development Code

LDR – Land Development Regulations

LOS – Level of Service

Mid-Beach – Roughly the middle third of Miami Beach, from 25<sup>th</sup> Street north to 63<sup>rd</sup> Street. Almost wholly residential, with single family districts to the west of Indian Creek, and

condominium towers and hotels to the east along the Atlantic Ocean. One strong commercial corridor along 41<sup>st</sup> Street.

North Beach- Roughly the northern third of Miami Beach, from 63<sup>rd</sup> Street north to the City border at 87<sup>th</sup> Street. Mainly residential, with a strong commercial corridor along 71<sup>st</sup> Street, and another strong commercial corridor along Collins Avenue south of 75<sup>th</sup> Street. North Miami Beach is a separate municipality that is not adjacent to Miami Beach, so the use of that term must be carefully controlled when speaking of the City of Miami Beach.

RDA – Redevelopment Area

ROSE – Recreation and Open Space Element

SFRPC – South Florida Regional Planning Council

SFWMD – South Florida Water Management District

South Beach – The bottom third of Miami Beach, south of 25<sup>th</sup> Street. Mainly dense multi-family in the center, with some single family neighborhoods as well. The entertainment heart of South Florida, as well as a strong commercial component surrounding the multi-family center. Hotels occupy most of the eastern coast, while condominiums are the predominant use on the southern and western shores. The Lincoln Road pedestrian mall connects the strong commercial corridors of Alton Road on the west side, and Collins Avenue/Washington Avenue corridor on the east, while 5<sup>th</sup> Street does the same in the south, where the MacArthur Causeway connects to the city.

South Pointe – The portion of South Beach which is located south of 5<sup>th</sup> Street.

SRPP – Strategic Regional Policy Plan. Regional plan created by SFRPC.

Sunset Harbor Neighborhood – The northwest corner of South Beach, north of Dade Boulevard and west of Alton Road.

TCEA – Transportation Concurrency Exception Area

TCMA – Transportation Concurrency Management Area

WASD – Miami-Dade County Water and Sewer Department

MIAMI BEACH  
BICYCLE/PEDESTRIAN  
CORRIDORS  
MASTER PLAN

